THE RIVER SURVEY.

What Led to the Accomplishment of this Work.

THE TRIP OF OBSERVATION

On the Virginia Chaperoned by Congress man B. B. Dovener, in the Spring of 1896-After Viewing the Ohio the Members of the Rivers and Harbora Committee Recommended the Appropriation Which Resulted in the Survey Recently Finished-How the Work Was Done.

Cincinnati Star: The survey of the Ohio river by the government engineers which has been in progress during the last summer is now completed, the crews have been discharged, and the boats have gone into winter quarters. The importance of this survey, which involves a final expenditure of \$25,000,-000, is obvious to all who have given the least attention to the subject. The project is the preliminary work for the improvement by the construction of locks and dams of the Ohio that will make the continuousy navigable except when closed by ice. The history of this survey is very interesting. In the spring of 1896 Capt. B. B. Dovener, member of Congress from the First district of West Virginia, took the members of the rivers and harbors committee, of which he was one, on a junket down the Ohio on the steamer Virginia, tooping at Steubenville and other points. The committee consisted of the following: Congressmen Warren B. Hooker, of New York; A. S. Berry, of Kentucky; Philip D. McCulloch, of Arkansas; Charles E. Towne, of Minnesota; Thomas C. Cutchings, of Mississippi; Rufus E. Fister, of Georgia; Binger Hermann, of Oregon; Samuel L. Stephenson, of Michigan; J. E. Reyburn, of Pennsylvania; H. A. Cooper, of Wisconsin; T. E. Burton, of Ohio; W. E. Barrett, of Massachusetts; Walter Reeves, of Illinois; B. B. Dovener, of West Virginia; Charles N. Clark, of Missouri, and James A. Walker, of Virginia.

At the termination of the trip and a return to Washington upon recommendation of the rivers and harbors committee, an appropriation of \$25,000, with a \$2,000 contingent fund, was made for the purpose of surveying the river from Pittsburgh to Marietta, Ohio. It was estimated that twenty-five locks and dams to be constructed at various places between Pittsburgh and Cairo, would be necessary to perfect the graat Ohio walerway. The estimated oost of each when closed by ice. The history of this

dams to be constructed at various places between Pittsburgh and Cairo, would be necessary to perfect the great Ohlo waterway. The estimated cost of each lock and dam is \$1,000,000. The survey for which the appropriation was made, from Pittsburgh to Marietta, has been completed and, in the opinion of the engineers, seventeen locks and dams will have to be constructed between these two points alone. This, the upper part of the river, has naturally the most shallow places and therefore needs the most dams. The last survey of the Ohle prior to the one just completed was made by the government in 1874.

This survey established the distance from Point Bridge, the junction of the Allegheny and Monongahela rivers, and the beginning of the Ohlo river, to Marietta as 1718-10 miles. The new survey establishes the distance to be 172 miles. The increase is due to the action of the water in changing the river's course.

The recent survey was under the supervision of Major W. H. Heuer, United States engineer, also of Cincinnati, and directed in the field by R. R. Jones, United States engineer, also of Cincinnati. The corps organized at Pittsburgh June 21,

rected in the field by R. R. Jones, United States engineer, also of Cincinnati. The corps organized at Pittsburgh June 21, was composed of forty-seven men, who worked continuously to October 1, when the party disbanded and the men were discharged at Marietta.

It is proper to mention here just what work the survey corps had to perform. First, distances had to be located and registered on the river banks. Soundings of the river's depths had to be made at:

EVERY 400 FEET

and thene soundings recorded. The fall of the river had to be obtained. The height of the banks and its levels must be established, platted and marked, so

height of the banks and its levels must be established, platted and marked, so that future engineers on consecutive work will have a basis of operation.

All of this was necessary before the engineers could determine where the dams and locks could be constructed to accomplish the most good.

The Stadier system of measuring distances was adopted instead of the old-time mode of triangulating measurements, The Stadier system is simple and greatly facilitates work. Three wires, delicately adjusted, are placed in the telescope of the transit. A rod marked with hieroglyphics (to the uninitiated a Chinese puzzle) was held in range of the transit operator's vision. The hieroglyphics seen between the wires were open books to the surveyor, upon which he accurately read the distances. Each mark of a certain character to be seen between the wires indicated that many hundred feet of distance, separating the rod and the transit. The further the distance the greater the scope of vision between the wires. Under this method accuracy of measurement is positive and unfailing, and work can be done much more rapidly. The corps was organized for active work by dividing into sub-corps. R. R. Jones was chief engineer in charge, and W. D. Janney, of Ceredo, W. Va., draughtsman. One party, known as the main base line corps, was composed of J. W. Muter, of Wellsburg, W. Va.; Frank Ullom, of Yorkville, O.; J. B. Spencer, Emsworth, Pa.; A. F. C. Spreen, of Clincinnati, O.; Charles Benham, Mt. Carmel, Ill. This party was in charge of United States Engineer Spreen, and had one of the most responsible parts of the streat work to perform. It established the distances and located the cities along the river banks. Each mile had to be accurately established so that a bench mark could be placed. A bench mark is an iron pipe with the top endealed. At each mile one of them pipe was buried in the bank of the river for future use and reference. Their location, once determined upon, has to be checked back or proved correct so as not to vary the one-hun

HAIR-SPLITTING ACCURACY gives one an idea of the responsibility of the work.

ahall have appropriated the \$25,000,000



Mother's Friend

Is a liniment for expectant mothers to use externally. It softens the muscles and causes them to expand without discomfort. If used during most of the period of pregnancy there will be no morning sickness, no rising breasts, no headache. When baby is born thereawill be little pain, no danger, and labor will be short and easy. \$1 a bottle at druggists.

Send for a Pazz copy of our illustrated book about Morniar's Fainno.

The Bradfield Regulator Co., Atlanta, Ga.

PIANOS, ETC.



Like the Pyramids

- man greatness. They will stand an enormous amount of wear without appreciably showing it, and they are worth going a long distance to see, —
There are planes and planes, —
and we believe the Stultz & —
Bauer to be among the leaders. —

Milligan, Wilkin & Co. FINE BRUNO MANDOLINS \$10.00.

necessary for the construction of the necessary for the construction of the locks and dams, epsineers in charge of the construction will start at one of these bench marks and be able to locate the ending smid beginning of each and every one of the one hundred and seventy-two marked miles. On each mark is a brief record of distance, angle point and elevation. This record is also entered up in a well-kept journal, and slight exercise of the mental faculties is required to realize the assistance both will be to the constructing engineers when the work shall have been actually commenced.

neers when the work shall have been actually commenced.

The elevation had to be established by the Precise Level Party, The corps was composed of A. B. McGraw, of Beaver, Pa.; D. S. Terry, of Louisville; L. W. Phillips, of Allegheny City, Pa.; Frank C. Stout, of Cincinnati; P. C. Campbell, of Wellsburg, W. Va. United States Engineer McGrew was in charge. The original elevation, the basis of all topographical measurement, was taken

topographical measurement, was taken from the Pennsylvania depot at Pittsburgh, as secured from the sea level at Sandy Hook. Upon this basis all elevation calculations were made. The Precisé Level Party was what its name signifies.

signines. The work accomplished by it was made a part of the official record. From this record will be obtained the topography of the river's banks and immediate country for use by the contracting engineers.

here were two cross section parties, on the right bank and one on the

There were two cross section parties, one on the right bank and one on the left.

The cross section parties measured from the water's edge to the top of the bank, noting the distance in their field book. These parties worked under great difficulties, being required to make a measurement every eight hundred feet. The difficulty was encountered in interference from willows and trees along the river's edge. The cross section parties also located the cities and railroads, their distances from the river, etc. Following in the wake of these men came the CROSS SECTION LEVEL PARTIES.

CROSS SECTION LEVEL PARTIES. One on each side of the river. The work of this corps was to secure data pertaining to elevations and levels. The

talning to elevations and levels. The low and high water marks of the river were procured every eight hundred feet, also the height of the river's bank on both sides. The fall of the river was also obtained. Their work had to be checked or be proven to be correct within 1-200 of a foot.

After the cross section levels were established the sounding party performed its part of the work. C. B. Harris, United States engineer, of College Hill, Ohio, had charge of this work. The party obtained soundings of the rivers at intervals of twenty-five feet. In shallow water, that is at a depth of less than twelve feet, the soundings were obtained by measuring with a rod. A leaded line was used when the depth of the water exceeded twelve feet. The sounding party made a tabulated report of its labors, beginning and ending with every cross section line established by the previous subcorps.

The final work in the field was per-

The final work in the field was per-formed by the Bench Corps. This work consisted of placing in position

THE MILE POSTS

And other marks and records as staked off by the surveying parties. United States Engineer M. C. Oppenhelmer, of

States Engineer M. C. Oppenheimer, of Cincinnati, was in charge of this work, assisted by John J. Cox, of Sistersville. W. Va., and Joseph A. Sedler, of Cincinnati. This party has not yet completed its work, and is still in the field. The cool mornings prevented the precise level party from taking the field before 8 a. m., and for the same cause a cessation of work each day was necessary at 3 p. m. The low temperature of morning and evening effects the mercury bulb to such an extent as to render it unfit for use. So sensitive is this bulb to the heat and cold that it was necessary all season to employ a man whose sole duty was to protect it from the sun's rays with an umbrella. Once properly graduated and protected from abnormal heat and told the register is infallible. infallible

Infallible.

The data for the proposed improvement to make the Ohio navigable at all times and under all conditions having been obtained, recorded and platted, the work will be computed and simplified by the chief engineer at the Clindinati port. It will devolve upon him to present a report of this work to Congress with recommendations as to where the locks and dams shall be located, and the manner of construction. This report will be made only after a careful study of the recent survey. Twelve months, at least, will be required to arrive at a conclusion, hence it is hardly probable that the Rity-Rith Congress will act on the subject.

The manner in which the surveying corps lived while in the Reid is interesting. A large quarter boat, built especially for the party and providing comfortable accommodations for thirty-cipht men, was provided. On this boat the men slept and took their meals. The United States steamer Edna conveyed them not from the boat to the field of operation in the morning and brought them back at might. The fare was ex-The data for the proposed improve-

United States steamer Edna conveyed the men from the boat to the field of operation in the morning and brought them back at night. The fare was exceptionally good, the men contributing to the replenishment of the larder by capturing fish during the idle moments and at night.

The Edna is a small stern wheet boat with a history. It was this little boat destined to become the property of the United States, that conveyed the Princeton detectives to the Carnegie Iron and steel plant during the great strike several years ago. Despite the fact that a small howitzer was mounted on the boat, the strikers bid defance to death and made an assault upon the steamer, succeeding after the cannon had been dismanified, in capturing the craft.

The Edna, on the survering trip, was commanade by Captain L. A. McKit-Pick, of Cincinnail, who had for his pilot, John M. O'Donnell, of Pittsbursh, and the engineers. W. C. Culvey, of Cincinnail, and William M. Shriner, of Wellsburg, West Virginia. George L. Hasleton, of Cincinnail, was chief clerk of the surveying corps. T. H. Caldwell, of Wellsburg, and others, who started with the survey. were compelled to drep the work on account of lipness.

THE RAILROADS.

Of recent years it has been the policy of the most successful railways to rec ognize the rules of civil service in the

of the most successful railways to recognize the rules of civil service in the promotion of employes to fill vacancies or newly creates positions. The Big Four, the Pennsylvania lines, and the Chicinnati, Hamilton & Dayton strictly observe the rules for the promotion of employes. They have looked upon the matter in the light that if the employe was competent to fill a minor position he was worthy of promotion to the next position he importance when the occasion presented.

There are a few railroad officials, however, who hold to the old idea that if an employe is well qualified for a position he should be kept in it on account of his familiarity with the work. It is claimed by well-informed railway officials, large shippers, and other patrons of railroads that the policy of supplanting experienced and capable men in important positions by strangers is a mistake and invariably affects the business of the road in a manner which is detrimental to its best interests. As a result, also, the old employes, who in all fairness, are entitled to the positions, lose interest in the welfare of the company and render inferior service.

FOR OHIO VOTERS.

FOR OHIO VOTERS.

Ohlo roads have agreed to make reduced rates to enable those engaged in the state capital to go to their homes to vote next Tuesday. They have amounced a one fare rate for the round trip on that occasion. Tickets at this rate will be sold October 30 and 31, and November 1 and 2. They will be good for return November 3.

B. & O. TIME CHANGES.

B. & O. TIME CHANGES.

The Baltimore & Ohlo road announceea these changes, decided upon at the
recent time-card meeting:
Train 5, now Baltimore and Chicago
train, will leave from Philadelphia at
8 a. m., arriving in Chicago at 11 a. m.
every day. Observation car from Philadelphia to Chicago.
Train 6, Chicago and Washington, if
more than fifteen minutes late will be
run through solid.
Train 2, Cincinnati and New York express, will be lengthened out thirty
minutes.

minutes.
Train 1, New York and St. Louis lim-

Train 1, New York and St. Louis limited, lengthened thirty minutes in time to comply with Joint Trailic rules.

Trains 18 and 19 will be abandoned on the trans-Ohio division.

Train 7 will have a buffet sleeper from Baltimore to Chicago Junction, instead of Wheeling, sleeper returning on train 8.

Trains 11 and 12, on the Chicago division, will be abandoned.

Train 47, New York and Chicago express, will arrive in Chicago at 7:30 a.m. instead of 7.

On the Baltimore & Ohio Southwest.

On the Baltimore & Ohio Southwest-

On the Baltimore & Ohio Southwest-ern the Baltimore and Cincinnati sleep-er will be extended to Louisville. New Pullman equipment will be provided for trains 1, 4, 7 and 8.

The Cleveland and Chicago sleeper will be handled on train 4, Akron divis-ion, instead of train 14.

RAIROAD EARNINGS

RAIROAD EARNINGS.

The gross earnings of forty-seven railroads for the third week in October, as made up from returns received by the United States investor, amount to \$3,641.268, against \$7,825.060 for the corresponding week in 1896, an increase of \$1,513,198. Forty-two roads show increases and five decreases.

The gross earnings of these same roads from January 1 to the end of the third week in October, amount to \$214,-466,986, against \$164,022.364, an increase of \$50.374.621. Of these roads thirty-three show increases and fourteen decreases.

Postmasters and Pensions

Special Dispatch to the Intelligencer.
WASHINGTON, D. C., Oct. 31.—
West Virginia postmasters of the fourth class have been appointed as C. Warner, Brittain, Taylor county;

E. E. Cunningham. Burton, Wetzel county; J. C. Ewing, Pickens, Rau-dolph county; Sarah H. Daugherty, Shaw, Mineral county; J. A. Rains-burg, Van Clevesville, Berkeley coun-

ty.
J. Peggford has been appointed postmaster at Lock No. 4, county, Pennsylvania.

counts, Pennsylvania.

Announcement was made yesterday of the appointment by the President of J. Forsythe Harrison as postmaster at Pledmont, West Virginia. Other appointments to presidential offices as announced in the Intelligencer for the second district, will be made as vacancies occur, the recommendations having been placed on file.

Certificates of pensions have been issued to West Virginia applicants as Restoration and re-issue-William

Restoration and re-ususe-wiman Linsley, Benwood. Widow-Sarah M. Purrill, Newberg, Certificate of restoration and in-crease has been issued also to Jesse L. Morgan, Zanesville, Ohio.

The War Was Not Over.

The War Was Not Over.
Chicago Times-Herald: General Joe
Wheeler, of Alabama, a southern cavalry leader, delights to tell of the meeting between two veterans of opposing
sides in a New York beer garden. They
had been introduced by mutual friends,
and bathed their new acquaintance in
beer. Of course the talked reverted to
the war.

"The land is at peace," said the
southerner, who lacked an arm, "and

southerner, who lacked an arm, "and we are all brothers again. Neither side we are all prothers again. Nother side has surrendered its principles, but both have accepted the arbitrament of the sword. I love the brave men who fought against me, suh, almost as much as I love the brave men who fought with me."

against me, san, almost as marked as love the brave men who fought with me."

"Here, too," said the northerner cordially. His left leg had been buried in Yirginia. More beer.

"The hottest place I was ever in," continued the southerner, "was near Culpepper Court House, down in Yirginia, suh. We were lying in a shallow dilch on the edge of a field when you Yanks charged us. We waited until you got within thirty yards of us and then we rose. One big fellow, with a corporal's chevrons on his lacket, appeared to pick me cut especially. We fired at the same instant. I felt a charp shock in my left arm, and it was cut off the next day, but he went down as dead as a door nail."

"What!" yelled the northerner, "are you the man that shot my leg off? I've been lookin' for you for thirty-five years!"

"Suh," howled the southerner, "my

yeara!"
"Suh." howled the southerner, "my arm's in the grave along o' wou!"
Then, in the language of Sam Jones, there was "blood and hair, and the ground tore up." Wallors separated the belligerents. But the war is over just the same.

THE three-year-old boy of J. A. Johnson, of Lynn Center, Ill., is subject to attacks of croup. Mr. Johnson says he is satisfied that the timely use of Chamberlain's Cough Remedy, during a severe attack, saved his little boy's life. He is in the drug business, a member of the firm of Johnson Bros., of that place; and they handle a great many patent medicines for throat and lung diseases. He had all these to choose from, and skilled phentians ready to respond to his call, but selected his remedy for use in his own family at a time when his child's life was in danger, because he knew it to be superior to any other, and famous the country over for its cures of croup. Mr. Johnson says this is the best selling cough medicine they handle, and that it gives splendid satisfaction in all cases. Sold by druggists.

All Sorts of Lorn, sews and Gossip From the Glass City.

the Glass City.

The funeral of Patrick Moran took place yesterday afternoon from the St. John's church. The deceased was sixty-five years of ass, and leaves a wife and several children, all grown, to regret his demise. He had lived in the Second ward for twenty-two years, and was widely known. For about fifteen years he was engaged at the Cleveland & Pittaburgh railroad shops.

Clarence P. Mercer, son of M. N.

& Pittsburgh railroad shops.

Clarence P. Mercer, son of M. N.
Mercer, took the examination last week
before the state board of pharmacy, has
received word that he was one of the
successful ones to pass the examination.
About one hundred took the examination, and only twenty-five were successful, he belong one.

The University Center held a very interesting meeting last evening at the Episcopal church. Only a small number were present on account of the bad weather. A number of very interesting discussions took place.

Several from this city will attend the wedding of William Payne and Miss Aura Lee Porter at the home of the bride's parents in Bridgeport. The young couple will go to hous keeping in the First ward.

Mr. Sol Well, formerly traveling salesman for Speyer Bros., of Wheeling, but now in business in Dunkirk, Ind., is the guest of his parents in the Fourth ward. He is on his way east. Mr. Alex. Harber, of the First ward, severely mashed his great toe Saturday evening, while at work at Rodefer Bros.' glass house, by letting a large place of iron fall on it.

A car containing fruits and different curiosities from California, is in the city and is visited by large crowds. It is known as the California Fair.

Mrs. John F. Sherry, who has been visiting friends and relatives in Newark, for a week past, has returned to her home in the Second ward.

The football team of this city has adopted colors, nile green and maroon. They will probably play the Aetnaville Junior team next Saturday.

Charles Satterfield has gone down in West Virginia to visit relatives. He will also look around for some game while he is there.

Miss E. A. Cummins has returned home from Tennessee, where she spent three weeks with friends and relatives. George Chrisholm has gone to Stoub-enville, where he will spend two weeks with friends and relatives.

Miss Rae Davis, of the Fifth ward, has gone to Newark, O., to visit her sister, Mrs. Zentmeyer.

Miss Maude Felty, of Grafton, W. Va., is the guest of friends and relatives in the Second ward.

Miss Pearl Chambers, who has been quite ill for two weeks past, is some-what improved.

George Burden and son, Roy, will leave this week for Cambridge, where they will work.

Mrs. James Stafford, of Alliance, is the guest of friends and relatives in the Third ward.

Ferdinand Well came home Sunday from Toledo, where he is working, to cast his vote.

Robert Thomas, of the Fifth ward has left for Allegheny, where he will

work.

The condition of Miss Mary Cratty
was somewhat improved yesterday.

Ralph Levy, of Dunkirk, Ind., is the
guest of friends in this city. work.

An auction store has been started on Belmont street.

Big Tannery Barned.

BRADFORD, Pa., October 3I.—A special from Ludlow, Pa., to the Era says the large tannery of John J. Curtis, together with a large quantity of bark, was totally destroyed by fire this afternoon. For a time the town was threatened by the fire and a call for assistance was sent to Warren. The fire department of that place responded and arrived in time to prevent the fire from spreading to the town. The loss by the destruction of the tannery is very large. Big Tannery Burned.

BE STRONG AND HEARTY.

How to be Strong and Full of Life and Vigor. If you starved for two days you would

feel as weak as a cat.

Proof enough that your food is the

Proof enough that your fools is the cause of your strength.

If your stomach is sick, you're starving away your strength. Slowly, perhaps, but none the less surely.

You feel it yourself.

You have nausea, loss of appetite, headache, giddinese, pain in the stomach, loss of strength, epirits and am-

What do you think? That it's your

head? But it's not, It's simply your stom-

But it's not, it's simply your stomach.
Food is strength. Stomach makes it available. If stomach won't work, food does not become available strength.
Shaker Digestive Cordial will, in a few doses, make your stomach well and help your food make you strong.
Who wouldn't be strong? Whoever won't take Shaker Digestive Cordial.
Sick, tired, weary men and women, those who are working their bodies and brains too hard, will find rellef and strength in Shaker Digestive Cordial.
It makes atrength. It makes health, it makes happiness.
It's not an ordinary medicine, it's a cordial.
It's pleasant to take, and more than pleasant in its results.
For sale by all druggists at 10, 25, 50 cents and \$1 a bottle.

DOVER, N. H., Oct. 31, 1896.

DOVER, N. H., Oct. 31, 1896.

Mesers Ely Brothers:—The Balm renched me safely and in so short a time the effect is surprising. My son says the first application gave decided relief. I have a shelf filled with "Catarrh Cures." To-morrow the stove shall receive them, and Ely's Cream Balm will reign supreme. Respectfully

MRS, FRANKLIN FREEMAN.

Cream Balm is kept by all druggists.
Full size 56c. Trial bottles 10 cents. We mail it.

ELY BROS., 56 Warren St., N.Y. City.

The Monongahela River Railroad Co. The Monongabela River Railroad Co.
On Sundays during the present summer the Monongahela River Railway
Co., will sell round trip tickets between
all points at one fare for the round
trip. NO ROUND TRIP FARE TO
EXCEED FIFTY CENTS. This gives
the people of Clarksburg a chance to
visit Fairment, and the Fairmont people an opportunity to go to Clarksburg,
traveling sixty-six miles in efther case,
at a cost of only fifty cents. This is
"zomething new" for West Virginia,
and it is hoped that the people will
show their appreciation of these low
rates by patroning them. these

General Bianco, the new governorgen-ral of Cuba, arrived at Havana yester-lay, and General Weyler immediately

"An ounce of prevention is better than a pound of cure." Dr. Wood's Norway Pine Syrup prevents consumption by curing colds and all similar long curing troubles. Horse and Fat Stock Show at Chicago

Exertsions over the R. & O.

November 1 to 6 the Baltimore & Ohio
will sell excursion tickets to Chicago
and return at rate of \$1165, good returning until November 7, Inclusive. CASTORIA.

DOCTORS HAD GIVEN HER UP.

A Convincing Letter From One of Mrs. Pinkham's Admirers.

No woman can look fresh and fair who is suffering from displacement of the womb. It is ridiculous to suppose that such a difficulty can be cured by an artificial support like a pessary.

Artificial supports make matters worse, for they take away all the chance of the ligaments recovering their vigor and tone. Use strengthens; the ligaments have a work to do.

ments have a work to do.

If they grow flabby and refuse to hold the womb in place, there is but one remedy, and that is to atrengthen their fibres and draw the cords back into their normal condition, thus righting the position of the womb.

Lydia E. Pinkham's Vegetable Compound is designed especially for this purpose, and taken in connection with her Sanative Wash, applied locally, will tone up the uterine system, strengthening the cords or ligaments which hold up the womb.

Any woman who suspects that she has this trouble

ments which hold up the womb.

Any woman who suspects that she has this trouble—and she will know it by a dragging weight in the lower abdomen, irritability of the bladder and rectum, great fatigue in walking, and leucorthes—should promptly commence the use of Lydia E. Pinkham's Vegetable Compound. If the case is stubborn, write to Mrs. Pinkham, Lynn., Mass., stating freely all symptoms. You will receive a prompt letter of advice free of charge. All letters are read and answered by wo-men only. The following letter relates to an un-

usually severe case of displacement of the womb, which was cured by the Pinkham remedies. Surely

which was cured by the Pinkham remedies. Surely it is convincing:

"Lydia E. Pinkham's Vegetable Compound and Blood Purifier cured me when the doctors had given me up. I had spent hundreds of dollars searching for a cure, but found little or no relief until I began the Pinkham remedies.

I had falling and displacement of the womb so badly that for two years I could not walk across the floor. I also had profuse menstruation, kidney, liver, and stomach trouble. The doctors said my case was hopeless. I had taken only four bottles of the Vegetable Compound and one of the Blood Purifier when I felt like a new person. I am now cured, much to the surprise of my friends, for they all gave me up to die. Now many

and one of the Blood Purifier when I felt like a new person. I am now cured, much to the surprise of my friends, for they all gave me up to die. Now may of my lady friends are using Lydia E. Pinkham's Vegetable Compourd through my recommendation, and are regalning health. It has also cured my little son of kidney trouble. I would advise every suffering woman in the land to write to Mrs. Pinkham for aid."—Mrs. Emma Pangborn, Alanson, Mich.

WHEAT SHORTAGE

In Austria-Hungary and the Importa-tion of American Grain.; WASHINGTON, Oct. 31.—Secretary

Wilson, of the department of agricul-

WISHINGTON, Oct. 31.—Secretary
Wilson, of the department of agriculture, has just issued a report prepared
under his direction by Frank H. Hitchcock, chief of the section of foreign
markets, that gives some interesting
facts relative to the present wheat
shortage in Austria-Hungary and the
consequent importation into that country of American grain.

According to the United States consul
at Reichenberg, Austria, an importation
of 400 carloads of American wheat was
made as early as August, coming by
the way of Hamburg. Other importations were reported, among them one
of 36,700 bushels of red winter No. 2
and Kansas wheat, purchased through
the Vienna produce exchange. After
recounting these unusual importations
of the present season, the bulletin presents a careful review of the grain situation in Austria-Hungary during the
past ten years. The crops of the present season are remarkably small. If the
official estimates quoted are fuililed,
the combined wheat production of Austria and Hungary will amount to little
more than 130,000,000 bushels, or 60,000,000 bushels short of the crop harvested
in 1896, which was estimated at about
190,000,000. Aside from the abnormal
conditions of the present year, annual
statistics of production, importation
and exportation during the decade
make it apparent that a marked change
has occurred in the last few years as
regards the grain situation in AustriaHungary.

The tendency of the various cereals
has been towards a larger home con-

Hungary.

The tendency of the various cereals has been towards a larger home consumption of the national product and consequent reductions of the surplus as available for shipment to other lands. Most of the cereals are now brought into the country in larger quantities than they are exported. Barley is the only grain of which any considerable amount continues to be shipped abroad. In respect to other cereals the status of the monarchy is apparently that of transition from an exporting into an importing country. While it is hardly to be expected that these changed conditions will to any considerable extent-create an enlarged demand for American cereals, the facts set forth are certainly of interest as indicating the lessened importance of Austria-Hungary among the countries with which the United States is obliged to compete in the grain markets of the world. The flour trade with Brazil is large and increasing, reaching 11,934 barrels per annum during 1891-95. This increasing hold upon the market should be controlled exclusively by the United States millers.

NEGLECT of the hair often destroys its ylishiy and natural hue, and causes it to fall out. Before it is too late, apply Hall's Hair Renewer, a sure remedy.

STATIONERY, BOOKS, ETC.

WINTER READING

Have you made up your list ofPapers and Magazines.....

for which you wish to subscribe?
We will attend to your subscriptions and renewals at publishers' prices.
We will appreciate your orders and give them out best attention.

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